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The City of Cairo is reported to have made the trip from Memphis to Cairo in twenty hours and forty minutes. The trip has been made in eighteen days.

The Olive Branch, of the Atlantic and Mississippi Fleet, with New Orleans dates of the 26th ult., was at Cairo Thursday with the 10th and 22d Regiments of Kentucky volunteers, to be mustered out.

The Cincinnati Gazette of Saturday says the Nightingale will leave for Nashville tomorrow night in eight days. She will take 4,000 bales of hay at Lawrenceburg. Her total freight will amount to \$80 tons.

The Nora, a fine light draught steamer is reaching for Nashville tomorrow morn-

The Kate Robinson received twelve shots from the guerrillas at Owensboro. One of the balls entered the cook-house, grazed the cook's nose and lodged in a ladle.

The Justice will carry the mail between Evansville and Paducah.

The boats in port at Cincinnati on Friday evening were the Washburne, Argyle, Nashville, Nora, Prima Donna, Arizona, John W. Garrett, Nightingale, Lady Pike, Wild Wagoner, Iron City, Peckless, Rebecca, Clifton, Schoonmaker, Pine Grove, H. M. Childs, Melnotte, Kate Robinson.

The Clifton, Glendale and Golden Eagle were all over due on Cincinnati last evening in eight days. They were evidently detained by fog or bad weather.

The Gen. Lytle is the regular morning line mailer for Cincinnati and the Eastern States. She starts at 4 o'clock.

The Nick Longworth, Captain Jenkins is the afternoon packet-to-day for Cincinnati. She starts at 4 o'clock.

The Morning Star is to go to New Albany, where she was busy loading for Nashville and the Tennessee river Saturday.

The Steamboat came in from Nashville last evening with an immense number of gunny sacks for this port.

The Jeffersonville ferryboat, John Shallcross, loaded up her hard and perilous berth on the falls yesterday. She crossed and landed on the upper part of the backbone, or reef, at the head of Goose Island, with no prospect of going away without a tug. She had nearly reached the foot of the falls, when the wind rose so much that it could not make a trip to shore, never dreaming of thinking of turning back, or could runaway. In the meantime the river had commenced rising, and was rising quite fast, flooding the boat off Saturday night, and the stiff old crew which drew over towards the Indiana shore or chute, took the boat away from the back-bone and round the rocks, till they delivered her safe.

A couple of sleepless fishermen at Clarksville, on the Indiana side, just abreast of the big eddy, saw the ferryboat, and boldly boarded, and succeeded in getting her ashore. A party in safety, though the New Albany ferryboat came out and soon towed her to shore.

Last evening an attempt was made to bring the ferryboat back to Louisville by ascending the falls, but she could not quite make it, and was compelled to drop back. The boat is, we believe wholly uninjured, and is now being pulled down stream by a cable having a narrow escape from destruction.

The last "blow up" that we have heard of was the dinner table and the dinner of the steamer W. R. Carter, while on her way to St. Louis from New Orleans. All the first class boats now have what they call a steam table in the pantry, on which are kept all sorts of delicacies—roasts, meats, puddings, &c., are kept smoking hot—as hot as when they come out of the cook's oven. The tables are made of hollow iron, and are heated by means of pipes of steam is constantly kept up, but too much steam was let on, or rather it had no valve, and the table exploded, killing nine persons. It was blowing the dinner out of sight in a "giffy."

[illegible][illegible]

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and Columbus daily, except Sunday.
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GEO. H. ZINGLERY, Jr., Sup't. Public Schools, at
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